

**Jon S. Corzine**  
Governor

**Stephen Dilts**  
Chairman

# ***SOUTH JERSEY TRANSPORTATION AUTHORITY***

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**Bart R. Mueller**  
Executive Director

April 24, 2009

The Honorable Frank A. LoBiondo  
United States House of Representatives  
2427 Rayburn House Office Building  
Washington, DC 20515-3002

**Re: Request for Available SAFETEA-LU Funding for High Priority Transportation Project: *Regional Bus, Rail, Shuttle and Automobile Transportation Center to provide Multimodal Access to the Atlantic City International Airport and to the Atlantic City region***

Dear Congressman LoBiondo:

The South Jersey Transportation Authority (SJTA) respectfully requests consideration by the Congress of the United States for funds to complete the planning, feasibility assessment and environmental assessment for the development of a *Regional Bus, Rail, Shuttle and Automobile Multimodal Transportation Center (RMTC)* to be located proximate to the existing Atlantic City Rail Line (ACRL) adjacent to the Atlantic City International Airport (ACY).

## **Project Support**

This project is an identified project of the Atlantic City Regional Transportation Plan, a comprehensive transportation program for the southern New Jersey developed collaboratively with major transportation funding and operation agencies in the state (NJDOT, NJT, SJTA, SJTPO, CRDA, NJ Turnpike Authority, Atlantic County and Atlantic City), along with the NJDEP and NJ Pinelands Commission.

**The SJTA is in support of this project and views it to be a project of high importance that will have a major impact on future travel and tourism in the region.**

## **Project Description**

The Regional Multi-modal Transportation Center is the proposed focal point of an integrated package of transportation solutions for the southern New Jersey Region.

Proposed to be located at or adjacent to the ACY and the ACRL, the RMTC will be a center that provides access to the airport and to employment, education and tourist locations via an assortment of transportation modes that are expected to include shuttle and express bus service, possible bus rapid transit service, rail service, automobile access and eventual access via a fixed guideway system (personal rapid transit or monorail) into Atlantic City. As Atlantic City continues to grow as a destination resort, the RMTC will also provide a mechanism to reduce congestion on the Atlantic City Expressway (ACE) and the Garden State Parkway (GSP) by providing intercept parking for visitors and workers going into the City.

A one-page description of the RMTC as developed for the Atlantic City Regional Transportation Plan is provided for as an attachment to this letter.

### **Project Benefits for Southern New Jersey**

- **Leverages and Better Utilizes Existing Transportation Elements to Provide Better Regional Access.** The proposed project will leverage and maximize the benefit of a number of existing transportation elements that are proximately located. The RMTC will provide needed public transportation access to the ACY via the ACRL. NJ TRANSIT is currently undertaking work efforts to provide a transfer station between the RiverLINE (which runs north/south from Trenton to Camden) and the ACRL (which runs from Philadelphia to Atlantic City). This connectivity of services will make rail access to the airport a more viable option for a greater portion of New Jersey residents.
- **Addresses Anticipated Growth Needs for the Airport and for the Atlantic City Resort and southern New Jersey Tourism.** Both the ACY and the Atlantic City gaming industry are projected to have tremendous growth over the next 10 – 12 years. Unmitigated, this growth will cause major congestion on the major toll roads in southern New Jersey, negatively impacting the entire region and tourism industry. The RMTC will provide sufficient transport capacity to address that growth in combination with other plan improvements to maintain greater portions of existing roadway capacity for other shore communities.
- **Diverts Vehicle Traffic to Other Modes.** Additionally, given the airport's proximity to both the Atlantic City Expressway and the Garden State Parkway, in future years the RMTC will serve as an intercept point for tourists and visitors wishing to enter Atlantic City. By diverting vehicles from the surrounding roadways, the RMTC provides a benefit to the entire region by freeing roadway capacity and reducing delay for all motorists accessing shore destinations.
- **Improves Economic Growth Potential.** The diversion of vehicles from surrounding roadways to the use of other modes at the center also improves the potential for further future economic development in the region since, due to the environmental sensitivity of the Pinelands and wetlands that comprise much of the region, the opportunities for greatly expanding the roadway network
- **Provides a High End Transportation Experience Commensurate with other Airports and Resort Destinations.** The project will also provide the means of incorporating "high end" transportation experiences that gaming patrons expect at a destination resort and which are also common at airports, including Newark Liberty International and John F. Kennedy International airports.

**Public Participation Process**

The public participation process for this project began during the two-year effort undertaken to complete the Atlantic City Regional Transportation Plan. During the regional transportation plan development all of the participating agencies had an opportunity to review and comment on plan elements. Additionally there were a number of outreach meetings and interviews conducted with citizens and stakeholders, including area municipalities and businesses.

As the project advances through feasibility and alternatives analysis, additional public participation efforts will be undertaken through a continuation of the outreach efforts established during plan development and through the requirements of the Environmental Impact Statement process.

**Funding Sources that will be Used to Advance the Project**

The work on the regional plan did not cease with the development of plan projects. At the present time SJTA is working with other plan participants in the development of an implementation team that will continue to work on development of all 33 projects identified for the region. The project will be funded using SJTA funds. However, part of the work of the implementation team will be to determine any source of funds to be utilized.

Thank you for providing this opportunity to provide input into the determination of funding needs for the transportation projects of high priority and regional significance for all of New Jersey and particularly the southern region.

Please feel free to contact me, or Dennis Culnan of my staff should you have any questions about the information contained in this letter.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Bart', with a stylized flourish at the end.

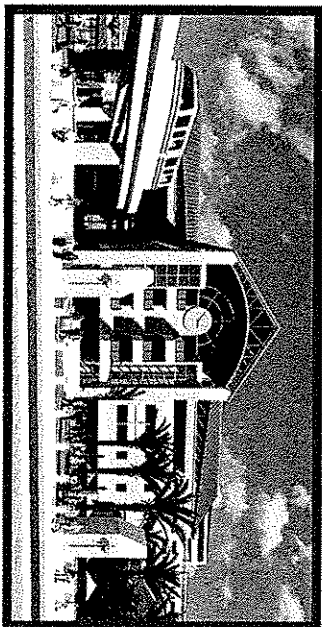
Bart Mueller  
Executive Director

## Project 28: Intermodal Regional Transportation Center

### Background

As casino and other resort development continues, measures to accommodate and attract trips to Atlantic City by transit modes will become critical. The limited capacity to provide highway improvements will require significant complementary transit improvements to secure more reliable, cost effective and environmentally friendly means to access and travel within Atlantic City.

### Strategy



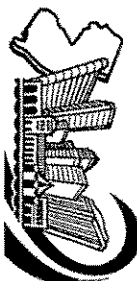
Construct a major regional multimodal transportation center at or adjacent to the Atlantic City International Airport (ACY). This facility will provide access to the ACY by transit modes and intercept and attract auto travelers to transit and consolidate transit travelers to create the mass needed for a fixed guideway transit system connecting with the city. It also will provide joint economic development opportunities, which could

provide economic benefit to the region at large. The center will include the following elements:

- Connections among regional (express) bus, local bus, Atlantic City Rail Line (ACRL), new fixed guideway transit, air, and auto
- Storage facilities for the ACRL service, which will terminate at the new multimodal center
- Convenient auto parking, well integrated into the design of the center
- Convenient access from/to US 30, the Atlantic City Expressway, US 40/322 and the Garden State Parkway for intercepting bus and auto trips
- Attractive and easy transfer to a new fixed guideway transit system (Personal Rapid Transit (PRT), monorail or Bus Rapid Transit (BRT) technology) connecting to/from and circulating within Atlantic City, using the existing ACRL right of way to provide access into Atlantic City
- Fixed-guideway transit system access to the ACY passenger terminal, along with curbside and/or welcome station hotel check-in, operated by each Atlantic City hotel, with luggage transfer direct to destination hotel

### Key Planning Issues

- Locate and design the facility to enable transfers among the various modes that will connect to the center.
- Prepare service plans for connecting services that enable timely transfers.
- Plan and design for ACRL service to terminate at the new multimodal center.
- Design the surrounding roadway system to enable convenient access from/to US 30, the



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- Atlantic City Expressway, US 40/322 and the Garden State Parkway (SEPARATE PROJECT).
- Provide convenient auto parking, well integrated into the center.
- Evaluate and select the appropriate technology for the new fixed guideway transit system (Personal Rapid Transit (PRT), monorail or Bus Rapid Transit (BRT) technology) (SEPARATE PROJECT).
- Design fixed-guideway transit system access to the ACY passenger terminal and incorporate into the center curbside and/or welcome station hotel check-in, operated by each Atlantic City hotel, with luggage transfer direct to destination hotel.



Volume II –  
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Program

Time Frame / Staging / Cost Estimate

TOTAL PROJECT COST ESTIMATE:  
\$ 500 million (2008 Dollars)

2009	Feasibility Assessment	\$	5 million
2011	Environmental Assessment	\$	5 million
2013	Preliminary Engineering	\$	10 million
2015	Final Design	\$	25 million
2015	Right-of-way Acquisition	\$	100 million
2017	Construction	\$	355 million